





## Hails.

## NORDDEUTSCHER LLOYD, THE YOKOHAMA DOCK CO., LTD.

## BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"BULOW" ..... Capt. H. Formes	WEDNESDAY, 5th May, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ EITEL FRIEDRICH" ..... Capt. E. Malchow	About THURSDAY, 6th May.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA" ..... Capt. E. Gathmann	FRIDAY, 21st May, 10 A.M.
KUDAT and SANDAKAN	"BORNEO" ..... Capt. F. Sembill	WEDNESDAY, 5th May, 9 A.M.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD, MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 30th April, 1909.

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## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.  
TO and FROM JAPAN via SHANGHAI.

FOR	STREAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA ... POLYNESIAN	..... Broc	.....	10th May, P.M.
MARSEILLES, VIA PORTS	..... TONKIN	..... Charbonnel	11th May, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA ... SYDNEY	..... X	.....	14th May, P.M.
MARSEILLES, VIA PORTS	..... OCEANIAN	..... Stillier	25th May, at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 27th April, 1909.

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## MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamone.

For further particulars, please apply to the COMPANY'S OFFICE at Shamone, Canton, or to their Agents

BARRETTO &amp; CO., Hongkong.

Hongkong, 9th October, 1908.

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## HONGKONG-MANILA-

## ILOILO-CEBU.

Regular Steamship Service between Hongkong and above ports.

Steamship	Tonnage	Captain	For	Sailing Dates
S.S. "RIGEL"	1,750	Siever	MANILA	About 30th April, 1909.
S.S. "MANDAL"	1,917	Erickson	Do.	.....

For Freight or Passage, apply to

BARRETTO &amp; CO.,

Agents.

Hongkong, 29th April, 1909.

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## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 878, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Lieber, Scotts,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

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## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP .....\$1,250,000)

Loans on Mortgage of House Property, &amp;c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &amp;c., Undertaken and Executed.

SHEWAN, TOMES &amp; CO., General Managers. Hongkong, 20th March, 1909.

## THE DRAPERY EMPORIUM,

7, Lyndhurst Terrace.

ALWAYS IN STOCK.

EUROPEAN, INDIAN and CHINESE USEFUL ARTICLES

CLOTHING, FANCY GOODS and TOYS

AT VERY NORMAL RATES.

READY FOR SALE.

The Latest Style Goods for Present Season Gentlemen's and Children's.

HATS, BONNETS (Hat Flowers), RIBBONS, LACE, BRIDAL VEILS, FANCY DRESS GOODS, MUSLINS, LAWNS, NAINSOOKS, SHIRTINGS, ALPACAS, HOSIERY, ENGLISH and AMERICAN FOOTWEARS, &amp;c., &amp;c.

Prices and Samples on application.

Best attention to all Coast Port Orders.

Hongkong, 16th April, 1909.

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## FURNITURE WAREHOUSE.

LI KWONG LOONG &amp; CO.,

CABINET-MAKERS and ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

No. 39, DES VUEX ROAD CENTRAL. The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson &amp; Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &amp;c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—  
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."  
(Sd.) A. S. WATSON & CO.,  
25th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1908.

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## A CHINESE WEDDING.

WEALTHY CHINESE MARRY IN SHANGHAI.

The following is taken from the *N. C. D. News* of 26th ult.—An exceptionally grand and interesting wedding took place on Saturday at St. Francis Xavier's Cathedral, Tungkadoo, at 8.30 a.m., the contracting parties being Joaquim, son of H.E. Taotai Tsang Kouo-heng, (better known amongst foreigners as Jacques Tsang), of Shanghai, and the daughter of H.E. Taotai Tsang Hoo-chow, of Soochow, members of two of the biggest and best known Catholic families in the neighbourhood. The bride arrived at the Church in a beautiful sedan chair adorned with red silk and gold, and borne by eight bearers. The Nuptial Mass was celebrated by the Rev. Pere Pratet, who united the happy couple in matrimonial bonds. The service was fully choral, besides there was a band from Messrs. Moutrie & Co. which was present at the Church, and afterwards at the residence of the groom's parents in Sing Kee Pang Road. The bride was magnificently attired in dark coloured satin, heavily embroidered in gold and precious stones, and her beautiful and costly head dress consisted of pearls and jade stones. She was attended by four bridesmaids similarly dressed. The bridegroom was also attended by four relatives, all of whom wore official dress. The attendance at the Church was very large, amounting to over three thousand, of whom five hundred or more were relatives of the family, and in official robes which lent splendour to the scene. After the ceremony the bride and bridegroom left the Church in a brougham decorated with red and green ribbons and drawn by a pair of white horses, followed in procession by all the relatives and guests to the residence of the groom's parents.

On arrival all the guests were graciously received by H.E. Tsang Kouo-heng. A song of welcome to the bride, the music and words of which were composed by Mr. Tsau, was sung by several little children, to a piano accompaniment.

There the quiet ceremony of introduction took place between the newly-married couple and their relatives and guests. Amongst the latter were several of the leading Chinese gentry and a few foreigners. Next the guests, about 400 in number, sat down to refreshments, and the health of the happy pair was drunk. Several Chinese bands were engaged to entertain the guests and the decorations were grand beyond description. The bridal chamber was tastefully decorated in red and gold, and the furniture was brought from the bride's home. The gifts to the bride and bridegroom were numerous and valuable.

## OSARA SHOSEN KAISHA.

THE DEBENTURE ISSUE.

The negotiations between the O. S. K. and Mitsui Bishi, 15th, 100th, 1st, Kogyo, 34th, Yamaguchi, Naniwa, Sumitomo, and Konoike Banks with regard to the proposed issue by the Kaisha of £2,000,000 of debentures were satisfactorily concluded yesterday, reports the *Kobe Herald* of 23rd ult. The rate of interest is to be 7 per cent, and the price of issue £97. Repayment is to be made during the ten years commencing two years after the signing of the contract. It is stated that some of the Kaisha's vessels are made security for the issue, the Kogyo Ginke being constituted trustee. The delay in the conclusion of the negotiations is attributed to the fact that the bankers had to make various novel arrangements, this being the first instance in Japan of vessels being made security in such a matter. The O. S. K. will hold a general meeting on May 10, and the issue will be opened about the 17th. Some of the insurance companies are said to intend to make large subscriptions, at the rate of interest works out at 81 per cent.

## RAPAGES OF THE RAT.

REMARKABLE FIGURES AS TO DAMAGE TO PROPERTY.

Some astounding figures as to the damage done by rats in England were given, by Sir James Crichton-Browne at the first annual meeting of the Society for the Extirmination of Vermin, held in London on 25th March.

Returns in the schedules circulated by that society showed that Mr. Boelter's calculation that there was one rat to every acre in England and Wales, and that each rat did damage to the extent of one farthing every day, making the total loss per annum £15,000,000, was, if anything, short of the mark.

Complaints came from all classes and conditions, for the rat was no respecter of persons; and bestowed his attentions impartially on the palaces of the rich and the hovels of the poor.

A poultry fancier in Dorsetshire told them his last year by rats was £80. The owner of a flour mill said he lost £150 per annum by the gnawing of sacks alone.

Some factors of house property in Glasgow stated that their bill for damage by rats amounted to £400 per annum. The secretary of a soap company said that £500 per annum was the smallest computation of the company's loss through rats. A leather merchant stated he lost £100 a week through the gnawing of his goods, and a silk merchant in the City said that rats got in his warehouse, and in one night did £80 worth of damage.

Prof. Anderson said that the damage done by rats in this country was greater than the damage done by the cobra and tiger in India. He had no doubt that at the present moment havoc was being played with life and limb by rats in this country, by the side of which the most atrocious accidents sank into insignificance.

## WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

## METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here;—

- Signal
1. A CONE point upwards indicates a Typhoon to the North of the Colony.
  2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.
  3. A DRUM indicates a Typhoon to the East of the Colony.
  4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
  5. A CONE point downwards indicates a Typhoon to the South of the Colony.
  6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
  7. A BALL indicates a Typhoon to the West of the Colony.
  8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal. Indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

## URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.  
A Black Cross will be hoisted at the same time, superior to the other shapes.

## NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

## SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	Sau Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sha Tau Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light houses.

V. O. F. 100.  
Director.



## Intimation.

**Wm. Powell, Ltd.,**

**ALEXANDRA BUILDINGS.**

**Special Show**

**MUSLIN BLOUSES**

AND

**Ready Made**

**WASHING DRESSES**

**Ladies' and Children's**

**BATHING COSTUMES**

**POWELL'S**

**ALEXANDRA**

**BUILDINGS.**

**28, Queen's Road.**

## Entertainment.

**UNDER the Patronage of His Excellency the Governor,  
Sir F. LUGARD, K.C.M.G., C.B., D.S.O.  
A GRAND GARDEN FETE.**

In aid of the Funds of the  
**SOLDIERS' & SAILORS' HOME &  
SEAMEN'S INSTITUTE,**  
will be held in the  
**BOTANIC GARDENS,**  
on  
**WEDNESDAY, the 5th May.**

Under the following Committee of Management:  
Col. Darling, R.E.,  
Commodore Lyon, R.N.,  
Lady Pigott,  
Mrs. F. H. May,  
Major Fisher, and  
S. T. Dunn, Esq., B.A.  
When varied and numerous Entertainments  
will be given from 4 to 11 P.M.  
Admission ..... 5s each  
Soldiers and Sailors in uniform... 25 cents  
Children under 12 years ..... 25 cents  
**A. MORENO,**  
Honorary Secretary.  
Hongkong, 27th April, 1900. (371)

## Notices of Firms.

**HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.**  
NOTICE.

**MR. ROBERT MITCHELL** having resigned the position of Acting Chief Manager of the Company, **MR. WILLIAM WILSON** has been appointed his successor from this date and until further notice.  
By Order of the Board of Directors,  
**H. P. WHITE,**  
Acting Chairman.  
Hongkong, 28th April, 1900. (373)

## INTERNATIONAL SLEEPING CAR

and  
**EXPRESS TRAINS Co**  
(THE  
**GREAT TRANS-SIBERIAN ROUTE**  
TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

**SHAW, TOMES & Co.**  
Agents.

## Auctions.

**PUBLIC AUCTION.**  
THE Undersigned have received instructions from Lieut. C. W. Beckwith, R.N., to sell by  
**PUBLIC AUCTION,**  
on  
**TUESDAY,**  
the 4th May, 1900, at 2.30 P.M., at the late Residence of Mr. G. C. C. Master, No. 4, Morrison Hill,  
A QUANTITY OF  
**VALUABLE HOUSEHOLD FURNITURE,**  
AND  
**CANTONESE BLACKWOOD TABLES, WRITING TABLES, STOOLS and SCREENS,**

Including:—DRAWING ROOM CHAIRS, SOFAS and Fine UPHOLSTERED SUITE, CARPETS, HALL CHAIRS, RUGS, HAT-STANDS, MATTING, &c. BED ROOM FURNITURE, including:—CHESTS-OF-DRAWERS and Fine Double MIRRORED WARDROBES, BRASS, and BRASS-MOUNTED BEDSTEPS and SPRING MATTRESSES, PUNKY, MAHOGANY DINING ROOM TABLE, and a Quantity of GLASS, KNIVES, FORKS, SPOONS, CROCKERY and LAMPS, COMPLETE DINNER SET, SHANGHAI BATHS, BASINS, &c., KITCHEN UTENSILS, &c.

Also  
TWO CANTONESE BLACKWOOD IN-LAID SCREENS, CANTONESE BLACKWOOD CARVED STOOLS, One Handmade CARVED BLACKWOOD CARD TABLE, One Beautiful CARVED BLACKWOOD WRITING TABLE, SEVERAL SETS OF TAPESTRY CURTAINS and SUN BLINDS, Three Good Rock-carrying CHAIRS (almost new).

AND  
A Quantity of PLANTS, POTS, FERNS and FLOWERS.  
Catalogues will be issued.  
On view on Monday, the 3rd May, 1900  
TERMS:—Cash on delivery.

**HUGHES & HOUGH,**  
Auctioneers.

Hongkong, 27th April, 1900. (372)

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by  
**PUBLIC AUCTION,**  
FOR ACCOUNT OF THE CONCERNED,  
on  
**SATURDAY,**  
the 8th May, 1900, at 5.30 P.M., at Kennedy's Causeway Bay Repository,  
The following well-known Race and Polo Ponies:

**"MAVOURNEEN"**  
**"KILLALOO"**  
AND  
**"SHAUNABOO"**

TERMS:—As usual.  
**HUGHES & HOUGH,**  
Auctioneers.

Hongkong, 30th April, 1900. (374)

## For Sale.

FOR SALE.

**BEST AMERICAN  
SUGAR CORN SEEDS**

IN PACKETS,  
at  
10 Cents each.

Apply to—  
**GRACE & CO.,**  
No. 27, Des Voeux Road.  
Hongkong, 20th April, 1900. (359)

## THE DAIRY FARM CO., LTD.

Have much pleasure in announcing further  
**REDUCTIONS**  
IN  
**BUTTER PRICES**  
FROM 1ST MAY, 1900.

"Buttercup" Brand ..... 65 cents per lb.  
"Dairymaid" Brand ..... 70 " "  
"Daisy" Brand ..... 75 " "  
May be had in 2lb. pats.  
Hongkong, 30th April, 1900. (380)

## LEE YEE

**HAIR DRESSING SALOON**

HAS ALWAYS ON HAND

**CIGARS, CIGARETTES**

AND  
**TOILET REQUISITES**

FOR SALE.

12, D'AGUILAR STREET,  
HONGKONG.

## To Let.

TO LET.

**ROOMS** suitable for Offices in No. 10, ICR HOUSE STREET, in rear of David Sassoon & Co.'s premises.

**"FAIR VIEW"** No. 1 Robinson Road, containing Six Rooms and Several Small Rooms and Large Outhouses.

Apply to—  
**DAVID SASSOON & Co., Ltd.**  
Hongkong, 30th April, 1900. (373)

TO LET.

**SHOP and DWELLING HOUSE, No. 78, Queen's Road, Central.**

Apply to—  
**S. J. DAVID & Co.,**  
Princes Buildings.  
Hongkong, 25th March, 1900. (392)

TO LET.

**NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.**

Apply to—  
**HONGKONG & KOWLOON LAND & LOAN CO., LTD.,**  
No. 8, Queen's Road West.  
Hongkong, 9th March, 1900. (248)

TO LET.

**GODOWN No. 5A, DUDDELL STREET.**

Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**  
Hongkong, 1st April, 1900. (32)

TO LET.

**OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.**

**No. 3 CLIFTON GARDENS, CONDUIT ROAD.**

**A HOUSE in WONG-NEI-CHUNG ROAD.**

**A HOUSE in YORK TERRACE.**

**OFFICES in YORK BUILDING.**

**GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 162, Des Voeux Road next to the Hongkong Hotel.**

**FLATS in MCKINNON TERRACE.**

**No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.**

Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**  
Hongkong, 19th April, 1900. (35)

TO LET.

**TWO AIRY ROOMS** in a house on BELLIOS TERRACE, first floor, entrance from Robinson Road. Moderate Rental. For particulars, apply to—

**"HOUSEHOLDER,"**  
C/o Hongkong Telegraph.  
Hongkong, 5th March, 1900. (339)

TO LET.

**OFFICES and ROOMS** on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shaw, Tomes & Co.). Rents low.

Apply to—  
**THE COMPTON DEPARTMENT,**  
E. D. SASSOON & Co.,  
Queen's Road Central.  
Hongkong, 24th February, 1900. (381)

## WHAT A DREADNOUGHT COSTS.

VALUE OF BRITISH NAVY ESTIMATED  
AT £135,500,000.

Appropos of the enthusiasm prevalent to present Great Britain with a *Dreadnought*, it may be of interest to quote a few figures in connection with the enormous expense of building new battleships.

It is true that the new ships like the *Dreadnought*, *Temeraire* and *Vanguard* are tremendously costly. Ready for sea they average out £1,750,000 apiece; and the value of the British Navy in hard cash last year (1900) was estimated by experts at 135 millions.

FROM AN ADMIRAL DOWN.

But it is not in construction that the money goes. It is in upkeep. British ships of war are manned by nearly 100,000 officers and men, exclusive of about 18,000 marines. These have to be paid and the men victualled. There is also to be considered the cost of coal, of stores, and of repairs, to say nothing of guns and ammunition. Take the *Dreadnought*, 17,000 tons, which has a sea speed of 21 knots, as an instance.

Her full complement is about 800—a comparatively small number, seeing that older and much smaller vessels of the *Royal Sovereign* class required over 700 men.  
A vessel like the *Dreadnought* has an admiral aboard her, whose pay is £1,825 a year. Her captain gets over £900, including allowances, and her two commanders about £400 apiece. She has about a dozen lieutenants, who manage various departments—navigation, gunnery, torpedoes, etc.—and their combined pay is, roughly, £2,800. Her half-dozen engineer officers are rather better paid. They take £1,500 between them.

£40,000 IN PAY ALONE.

She has a chaplain, two doctors, a naval instructor, accountant officers, a paymaster, and his staff. There are four warrant-officers, who each draw about £120 a year; a number of midshipmen, or naval cadets; a sick-bay staff, carpenters and artificers, cooks and domestics, bandsmen, and ship's police, besides all the petty officers, seamen, boys, engine-room artificers, and stokers. She carries also marines, both artillery and light infantry. So it is not wonderful that the total pay-roll exceeds £40,000 a year. The cost of victualling varies very greatly in different places. In some places you can buy beef as cheaply as 3d a pound; in others—as Ascension—it costs 2s 6d a pound. The men nowadays get five meals a day; if you include the early morning cocoa. Until lately they had three only. In round figures the feeding of a *Dreadnought's* crew costs £18,000 a year.

Coal is, of course, an item which depends upon the distance travelled, and the speed. Although the *Dreadnought's* turbines can drive her through the water at 24 miles an hour, she usually travels at an economical cruising speed of about 10 knots. Even so, the 2,700 tons of best Welsh which her vast bunkers contain will carry her only 5,800 sea miles.

Besides the vast amount which she uses for steaming, she needs coal for distilling, for making electric light, and for the pumping and other auxiliary engines, of which she has no fewer than 364 aboard her. The coal costs about a pound a ton, and the bill for fuel—coal and oil together—comes to about the same as that for victualling.

The value of the stores carried by a ship like the *Dreadnought* is about £100,000. Stores include paint, rope, lubricating oil, boats, tools, forges, etc. The amount used yearly would average about £7,000. Add £6,000 for depreciation, and the stores figure out at £13,000 a year.

AMMUNITION A BIG ITEM.

Ammunition is not counted among stores. In these days of keenly competitive target practice, whenever a ship in a squadron is trying to wipe its neighbour's eyes, the target practice allowance is large. The *Dreadnought* has 12-inch guns, which cost about £12,000 apiece. To fire a single shot from one of these weapons costs no less than £80. There are also a number of quick-firers, field guns and other smaller arms; and quite £500 has to be allowed for rifle cartridges for small arms practice. Torpedoes cost £500 apiece, and a ship usually loses at least one in the course of a year; £18,000 is the lowest figure at which you can put that one item—ammunition. Repairs are always a big matter; but they vary so greatly from year to year that it is almost impossible to make anything like a correct estimate. A vessel goes aground on an uncharted rock, and, like the *Commonwealth*, knocks a hole in her bottom which you could drive a cab through. Result, months in dock and an expenditure of £70,000 or £80,000. Another goes through a year with only one ordinary docking, and gets off with £5,000 or £6,000.

THE EFFECTIVE life of a modern steel battleship is not, at the outside, more than 20 years. And at the end of that time a million-pound vessel fetches, perhaps, £10,000 as old iron. So the Admiralty has to allow 5 per cent. for depreciation. In the case of a *Dreadnought* by an inflexible this means the vanishing of £87,500 a year.

This list is rough and incomplete. Mr. Robertson, answering a question in the House of Commons at the beginning of last year (1900), said that he worked out the cost of a battleship, including everything, at £1,750,000 a year; while even a destroyer meant £175,000 a year out of the national exchequer.

## Intimations.

FOUNDED IN HONOUR.

No doubt you have seen in the such papers announcements as this—concerning "some medicine or other." If, on trial, you write that this medicine has done you no good we will refund your money. Now, we have never had reason to speak in that way concerning the remedy named in this article. In a trade extending throughout the world, nobody has ever complained that our medicine has failed, or asked for the return of his money. The public never grumbles at honestly and skillfully made bread, or at a medicine which really and actually does what it was made to do. The foundations of

**WAMPOLE'S PREPARATION** are laid in sincerity and honour, the knowledge of which on the part of the people explains its popularity and success. There is nothing to disguise or conceal. It was not dreamed out, or discovered by accident; it was studied out, on the solid principles of applied medical science. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. This remedy is praised by all who have employed it in any of the diseases it is recommended to relieve and cure, and is effective from the first dose. In Anemia, Scrofula, Nervous and General Debility, Indigestion, La Grippe, and Throat and Lung Troubles, it is a specific. It is precisely what it is said to be, and has won the confidence of the public on that basis. You may resort to it with a faith and hope that arise from the history of what it has done for others. Dr. Thos. Hunt-Stucky says: "The continued use of it in my practice, convinces me that it is the most palatable, least nauseating, and best preparation now on the market." One bottle proves its intrinsic value. "You cannot be disappointed in it." Sold by chemists throughout the world.

WEISMANN, LIMITED.

OUR BUSINESS has been REMOVED to NO. 14, DES VOEUX ROAD CENTRAL (late occupied by Madame Jay).  
Hongkong, 29th April, 1900. (376)

**INSURANCE MAN** seeks Engagement. 28 years' experience with Leading Fire Companies. Open for Hongkong or China Coast ports. No objection to shipping or retail stores.  
Apply—  
**"VICTOR,"**  
C/o Hongkong Telegraph.  
Hongkong, 30th April, 1900. (382)

## COLD STORAGE.

**THE HONGKONG ICE COMPANY, LTD.** have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be open at 2 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.  
**G. K. HAXTON,**  
Manager.  
Hongkong, 6th January, 1900. (350)

**O. C. MOOSA,**  
1 & 8, D'AGUILAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed  
**HATS, RIBBONS, FLOWERS,  
FEATHERS, &c., &c.**

**LACE SOARFS, MOTOR VELS**

IN  
VARIOUS COLORS.

**MOUSQUETEIRE GLOVES**

IN  
WHITE, BLACK & COLORS.

**WOOLEN DELAINES, NUNSVREIL-  
INGS, VOILES, &c., &c.**

**LADIES' and CHILDREN'S  
UNDERCLOTHINGS.**

Samples on application. Coast  
Port orders carefully executed.  
Hongkong, 20th September 1900. (347)

## Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY,"  
FROM ANTWERP, MIDDLESBRO'  
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th prox. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st prox. or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox. at 5 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by **GIBB, LIVINGSTON & Co.,** Agents.  
Hongkong, 29th April, 1900. (384)

## Consignees.

NOTICE TO CONSIGNEES.

**THE P. & O. S. N. Co's Chartered Steamer  
"KNIGHT ERICANT,"  
FROM BOMBAY, COLOMBO AND  
STRAITS.**

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, and each consignment will be sorted out by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 31st May, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

**E. A. HEWETT,**  
Superintendent.

Hongkong, 26th April, 1900. (34)

## S.S. "OCEANIAN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. *Dordogne* and *Medor*, from Havre ex S.S. *Dordogne*, and from Bordeaux ex S.S. *Dordogne*, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Tobacco and Valuables are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 11 A.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 3rd May, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 3rd May, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 3rd May, at 3 P.M. No Fire Insurance has been effected.

**P. DE CHAMPORIN,**  
Agent.

Hongkong, 26th April, 1900. (30)

NOTICE TO CONSIGNEES.

**THE P. & O. S. N. Co's Steamer**

"DELTA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex S.S. *Victoria*,  
From Calcutta, ex S.S. *Syria*,  
From Penang Gulf, ex B.I.S.N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 5th May, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

**E. A. HEWETT,**  
Superintendent.

Hongkong, 26th April, 1900. (34)

FROM EUROPE.

**THE H. A. L. Steamship**

"SCANDIA,"

Captain von Döhrn, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded, unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at consignees' risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th prox. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox. at 5 P.M. No Fire Insurance has been effected.

**HAMBURG-AMERICA LINE,**  
Hongkong Office.

Hongkong, 30th April, 1900. (385)

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, MOJI AND KOBE.

**THE Steamship**

"JAPAN,"



## Intimation.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

## CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE  
GOVERNOR AND HOUSEHOLD.Watson's  
HYGIENOL,

AND

## BUBONIC P. AGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL  
DISINFECTANT AND  
GERMICIDEPrice per Pint ..... 50 cents  
" " Gallon ..... \$2.00A. S. WATSON & CO.  
LIMITED,  
HONGKONG DISPENSARY  
AND  
KOWLOON DISPENSARY.

Hongkong, 17th March, 1909.

## The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 1, 1909.

## CURRENCY REFORM.

The *Shanghai Times* has been giving a translation of the important memorial by H.E. Sheng Kung-pao, forming the first comprehensive plan which has been suggested for the unification of the present coinage of China and provision for future needs. Commenting on His Excellency's scheme, our Shanghai contemporary has the following leading article:—

The evils of the recent Provincial issues of copper 10-cash pieces are fully recognized. These copper pieces have deteriorated in value, so that one dollar now exchanges for about 130 of these pieces. The suggestion made by Sheng Kung-pao is that they shall be redeemed at once at the rate of 125 in the dollar. This is a very wise suggestion, especially in view of the fact that by adopting this plan the Government would shoulder the responsibility of having allowed these coins to be issued by Provincial mints. No plan which would throw the whole burden for the redemption of these coins upon the innocent people of the Empire could be considered just or statesmanlike. It would be sure to create strong opposition on the part of the people, which might easily become an organized opposition, for there would not be a single person who would be affected by such a plan. The provision for exchanging at the rate of 125 to a dollar, instead of the present market value of 130 or 132, would have the further effect of eliminating all possible market speculation on the part of the small banks. The issuance of a new 10-cash copper piece would only be possible after the redemption of the present bad coins had been carried forward to a certain extent. The suggestion for the use of subsidiary nickel coinage is most timely. In the introduction of a token coinage, the assistance of the use of a metal for the subsidiary coinage, different from that of the dollar coinage, must be considered to be very important. Chinese Banks have been accustomed, from time immemorial, to estimate coins solely on the basis of the amount of metal contained therein, and for this reason it has been impossible, up to the present, to force subsidiary coins into use on the basis of their face value proportionate to the dollar coinage. The introduction of nickel would remove the competition between the amount of silver metal in a subsidiary coin. The Chinese banker has been accustomed to note that a silver 20-cent piece did not contain as much silver as a dollar. If another metal such as nickel is introduced for subsidiary coins, the comparison between the amount of metal contained in it and once disposed of, and the coin can be taken at its face value in proportion to the dollar coinage. There will be

a hearty welcome to the other suggestion of Sheng Kung-pao's memorial, to the effect that the present bank-notes issued by the provinces and by various commercial banks shall be withdrawn, and new bank-notes issued by the Bank of China. The object of the recent issuance of these various bank-notes was probably to offset the use of the bank-notes issued by various foreign banks in the open ports, and if the result of the effect is the stopping of all private, unofficial bank-notes, both Chinese and foreign, the recent confusion will have contributed a lasting benefit. These bank-notes have not been current at any distance from the place of issuance. Bank-notes issued by foreign banks in Shanghai have only been current in Hankow and Tientsin at a 5 per cent. discount, and the provincial dollar notes issued by the Hupeh Government have had about the same rate of discount in Shanghai. The possibility of obtaining a bank-note in any part of China, which will be current in all other parts, will be an immediate and immense stimulus to trade. The only other important suggestion in the memorial is that China shall prepare herself at once for placing her entire currency upon a gold basis. It is not suggested that this is possible under present trade conditions, but the wise suggestion is made that, in all currency reforms carried out at present, the ultimate object of placing the currency upon a gold basis should ever be kept in mind. Sheng Kung-pao's memorial reflects great credit upon himself, not only for the wise suggestions which he has made for the future, but also for the careful analysis of the present unfortunate condition of Chinese currency.

## LOCAL AND GENERAL.

THE English mail of the 3rd April was delivered in London on the 30th April.

THE name of Mr. George Leopold Wilson has been added to the list of authorized architects in the Colony.

It is reported that the Prince Regent proposes to confer marks of appreciation on editors of Chinese papers.

THE Lord Bishop of Victoria will preach at St. Andrews, Kowloon, at the Evening Service to-morrow (2nd May) at 6 p.m.

No dog brought from Bangkok will be permitted to land in this Colony for a period of six months from the 1st day of May, 1909.

THE Navy Commissioners intend to establish a large Naval Factory in China for the manufacture of arms and requisites for the Navy.

IT is reported that in compliance with the request of horse-breeders, the Japanese authorities have decided to purchase a number of stud horses from Australia and Arabia this year.

THE Waiwupu has issued circular instructions to the provinces, to investigate and present returns of the number of non-treaty foreigners and foreigners of no nationality resident within their borders.

THE master of the s.s. *Shenchen* reports having passed on the 25th ult. at 8.25 a.m. a wrecked fishing junk with gunwales awash and mast gone. Daosburg Island bearing N. 50 West distance 3½ miles.

THE Ministry of Finance has telegraphed to the Chinese Minister in Tokio asking him to study the Japanese currency system, and to present a report on the subject for the consideration of the Government.

THE Grand Council intends giving orders to the provincial governments to encourage and urge the people to initiate navigation, and is deliberating on a scale of rewards to be bestowed on promoters of successful navigation schemes.

THE *N. C. D. News* understands that Messrs. F. M. Brooks, C. R. Holcomb, and A. J. E. Browne-Hurke of Shanghai have passed the examination for admittance to practice at the American Bar, for which they presented themselves on 17th ult.

THE one drawback to Jessellon is that there are no Hongkong steamers calling here and a banking agency is also wanted in the place. We would get immigrants, advertise the place, and make Chinese food and clothing much cheaper if the Hongkong steamers called.—*B. N. Herald.*

OFFICIAL analysis recently made in the West Indies of the different brands of butter in the market there have shown that the mark "Hymen" has the highest percentage of butter-fat, viz. 73%, and only 11% of water. Its nutritive value, therefore, is the highest obtainable, while low percentage of water makes it the most economical to use.

THE Shanghai Taoyi has received instructions from the Viceroy at Nanking to submit a report on foreigners who may wish to secure Chinese naturalization through long residence in this country and Chinese who are registered foreign subjects. Such a step is necessary, in view of the immediate promulgation of the Chinese Naturalization Code which has been drawn up and approved.

AT the audiences which Viceroy Hsi Liang has recently had with the Prince Regent, the Viceroy reported the serious aspect of affairs in Yunnan province, the lack of finances and the want of able men to serve the Government. He also reported on the matter of opium suppression. The Prince Regent praised the way in which the Viceroy had discharged his duties and ordered him to talk over matters with the new Viceroy.

Macao Boundary  
Question.MEETING OF SELF-GOVERNMENT  
SOCIETY.

## SUGGESTIONS FOR DRASTIC MEASURES.

[From Our Own Correspondent.]

Castro, 30th April.  
In connection with the Macao Boundary question, a meeting was held by the Self-Government Society on the 26th instant, when it was decided to exhort the people not to visit Macao to take part in the games of the city. As a result of resolutions passed at the meeting, Mr. Cheng Lu Shan, a native of Heung Shan district, has now forwarded a letter to the Self-Government Society suggesting that drastic measures should be adopted to deal with those Chinese who held the gambling monopoly of Macao. It is urged that they should not be recognized by their clan people and their connections with their clan should be altogether severed. They shall have no right to attend any meeting or hold any property in the country. They should further be considered to be animals and not human beings, and they should be treated in a manner as if they were savage beasts.

## AN OPEN LETTER.

From the *Vida Nova*, a Portuguese newspaper of Macao, we reprint the following open letter in English aimed at directing on certain criticisms which have appeared in a leading Shanghai weekly periodical on the subject of Macao:—

There can be little cause for wonder when Chinese agitators, blinded by ignorance and race prejudice, are led to publish discrepancies and fallacies about Macao; but when individuals hailing from alien races, and who are within easy grasp of the truth, disallow giving themselves the trouble of delving into facts prior to assailing the Portuguese and their colony of Macao, it is, in good sooth, a pitiable and deplorable sight.

It is nowise our intention to analyse in detail the article which a Shanghai paper has just published, but merely to call up a few dates to bring into relief this wanton aggression. The paper says:—

"From these facts it appears that the original boundaries of Macao were San Pa Men, Shui Hao Men, and Hsin Kuan Men and the boundary stones at these places, set up by Joint Commission of Portugal and China, still remain to testify to the original limits. All along, however, the Portuguese have sought to enlarge their territory."

The fact is, such boundary-stones are non-existent, neither was there ever a Joint Commission of Portugal and China. The old city wall was erected to safeguard the city, and not to serve as a landmark. The said wall dates from 1626 when the Dutch tried, in vain, to take Macao by assault.

Let us now see what the Swedish writer, Sir Andrew Ljungstedt, the author of "An historical sketch of the Portuguese settlements in China" published in 1836, has to say, on page 23:— "In 1612, three of the principal men of Macao endeavored at Canton to demonstrate the necessity of walling and fortifying the place because the Dutch were enemies both of Portugal and Spain. Though a formal consent could not be obtained, bountiful presents included the modorians to wink at the building of (1622) a wall which runs north east from the Monte to the sea near St. Francis. The fort of St. Paul was (1615) so far advanced that Francis Lopez Carrasco came from Goa (1626), and took up his residence within the limits of the Monte, most probably in the capacity of a military captain (capitão de gente de guerra)."

"Fearing that Macao might (after 1622) be visited by the Dutch, two hundred Spanish infantry and some cannon came from Manila, under the command of a colonel. By his industry, and the activity of D. Francisco Mascarenhas, a military captain, Macao was walled and better fortified. To judge from the date engraved on a stone placed above the gateway, the work might have been completed in 1626."

It appears from the foregoing that the city wall dates from 1626. At that period neither Portugal nor China dreamt of delimitations. The only structure which speaks from the olden days, of China's desire to delimit Macao, is the wall raised by the Chinese Government in 1573 across the isthmus connecting Macao with the Heungshan district, and it is this wall that is called Barrier, and has a gate in the middle. There exist vestiges of this wall.

Beyond this Barrier wall, the Portuguese have not advanced a single step, neither after the Treaty of 1887 nor before. Now, between this wall styled the Barrier, built in 1573, and the city wall built in 1626, lies the territorial zone, which the agitators of the meetings in Canton allege to have been usurped by the Portuguese since the last Luso-Chinese Treaty of 1887 was concluded; and the Shanghai weekly republishes the allegations and quotes the names of villages which are given a phonetic rendering that we can with difficulty identify.

But to perceive the inaccuracy of the allegations made, suffice it to cite a few facts:—

The following constructions stand within the mentioned territorial zone:—

1. The Gula Fort erected in 1637.
  2. The church of San Lázaro, built more than 200 years ago.
  3. The Portuguese cemetery of San Miguel, built in 1854.
  4. The Garden of Flora, summer residence of the Governor of Macao, built in 1848.
  5. The Mongha Fort, and the Fort of D. Maria, both erected in 1851.
  6. The Infantry Corps barracks, near the Garden of Flora, built more than 30 years ago.
  7. The English cemetery behind the Mongha Pagoda, built in 1848.
- Besides which there is the Colloco bridge, where the lot factory now stands, and the one of Felipe Osorio where the Mahomedan cemetery now lies.

All these forts, barracks, public and private buildings, of which some were erected hundreds of years ago, while all date many years prior to 1887, testify to a most thorough occupation before the Treaty of 1887.

Preceding the Treaty of December, 1887, a protocol was signed to Lisbon, of which the second clause is as follows:—

"China confirms the perpetual occupation and government of Macao and its dependencies by Portugal as any other Portuguese possession." And the Treaty of Peking of 1857 has the second clause which reads:—

"China confirms, in its entirety, the second article of the protocol of Lisbon, relating to the occupation and government of Macao by Portugal."

It is stipulated that commissioners appointed by both Governments shall proceed to the delimitation of the boundaries which shall be determined by a special convention; but so long as the delimitation of the boundaries is not concluded, everything in respect to them shall continue as at present, without addition, diminution, or alteration by either of the parties.

In view of these articles, the only point at issue is the making of the limits and not stirring up doubts relevant to the land in the effectual occupation of the Portuguese before 1887. Otherwise, to what purpose would treaties tend, if they do not serve to clear international divergencies?

In 1887 the Peking Government issued an order to the Governor of Kwang Tung, Ung, to investigate which were the territories occupied by the Portuguese, before the Treaty of 1887 was signed.

This Governor visited Macao and sent his report to the Peking Government, who signed the Treaty of 1887 when in full cognizance of the territory under Portuguese occupation.

Since 1887 Portugal has not encroached an inch of ground either by land or sea; and this fact is beyond question.

Moreover, at the beginning of the current year, the Chinese minister Leon-shi-chun negotiated in Lisbon a Convention with the Portuguese minister for Foreign Affairs, Sr. Weccelau Lima, where the bases of the delimitation of Macao were determined upon.

Therefore this affair is to be settled in a few months.

Macao has got along for 300 years without delimitation, why not wait a few months longer till the question is definitely solved?

Of what avail, in the meantime, to hurl invectives against an unoffending people?

The reference to the intended disposal of Macao by Portugal to the French is sheer invention.

Allen to an aggressive policy, Portugal is not striving to enlarge her territory, as the Shanghai paper would imply. With vast and most fertile lands to own in other portions of the globe, Portugal does not aim at fresh acquisitions in China.

But to forsake the descendants of the Portuguese pioneers of the foreign trade in China, to whom Macao owed its birth, is what Portugal cannot do.

Portugal is not actuated by any ulterior motive beyond the desire to secure for the descendants of the Portuguese, the same freedom of life in Macao, as is afforded them in any other Portuguese possession. She nourishes no ambition for territorial expansion. This is the key-note to the whole situation.

## "VIDA NOVA."

## MARINE COURT.

## OBSTRUCTING STREET WHARF.

In the Marine Court, this morning, before the Hon. Commander Basil Taylor, R.N., Harbour Master, six boatmen were charged, at the instance of P.C. Adams, with causing an obstruction to the Pottinger Street wharf yesterday.

It was stated by prosecutor that at 2.30 p.m., yesterday afternoon, he went on the east side of Pottinger Street wharf, when he found it impossible to get near the steps owing to the defendants' cargo-boats, none of which were working cargo and were all empty. The defendants blocked the whole of the east side of the pier.

Four of the defendants stated that they were waiting for hire. A fifth pleaded ignorance, while the remaining offender had nothing to say.

A fine of \$10 was imposed in each case.

## DISREGARDING RULE OF THE ROAD.

See Yung, a junk owner, proceeded against Kwok Yung, master of the steam-launch *Ki-Fat*, for running down a small boat belonging to the junk on the 28th inst. Mr. Dixon appeared for the defendant.

Prosecutor's statement was to the effect that he received instructions from his master to carry a man from the Police Wharf at Shau-ki-wan to the junk, which was lying in Shau-ki-wan Bay. As soon as witness showed off from the pier, when there was a distance of 70 or 80 yards between defendant and witness, the launch showed off from the same pier and came after witness and ran into his boat striking her on the port side and cutting the boat in two. Three men who were in the boat were thrown into the water, subsequently being picked up by another junk. The steam-launch took no notice of the accident and went straight on. Witness saw defendant at the wheel as the steam-launch proceeded on her way.

Witness was cross-examined by Mr. Dixon, and the evidence of Chan Tai, who was one of the passengers on complainant's boat, was also taken. After the defendant's statement was taken, the Harbour Master found him entirely to blame and imposed a fine of \$30.

It is stated that a British missionary has encroached on certain land at the Pokshishan, on the West Lake in Hangchow, and the owner has addressed a complaint to the Governor with the result that the land is ordered to be returned. It is alleged that the missionary has appealed to the British Minister, at whose instance the Waiwupu has written to the Governor on the subject. The Governor has now ordered the Foreign Affairs Office to deal with the case, and the gesture and litigations have resolved, on motives of public indignation, to join hands in repelling the encroachment.

NATIONAL BANK OF CHINA, LD.  
ANNUAL MEETING.

The eighteenth ordinary annual general meeting of shareholders in the above Company was held at the offices of the Bank, Queen's Building, at noon, to-day. Mr. J. Scott Harston, Chairman, presided. Others present were Messrs. P. C. Potts, E. D. Haskell, E. E. Ellis, E. M. Raymond, I. Gougey, P. Davidson, Sin Tak-fai, Chan Ki Pan, Yung Pak Leung and P. Loureiro, Acting Manager. The Secretary read the notice convening the meeting.

The Chairman read the following report:—  
Gentlemen,—The directors have now the pleasure to submit to you the accounts and balance sheet for year ending 31st December, 1908.

The gross profits, including \$5,423.09 brought forward from last year, are \$105,386.37, which, after deducting all charges, leave a net profit of \$180,552.57, which the directors propose to deal with as follows:—

Places to reserve fund \$150,000 and carry forward balance of \$30,552.57 to next account.  
Mr. Horace Mocatta retired in rotation from the London Committee and Mr. J. Scott Harston from the Hongkong Board; but, being eligible, offer themselves for re-election.

During the year Mr. E. S. Kadoorie and Mr. Ellis Kadoorie were elected as directors and this now requires your confirmation.

Mr. G. C. Moxon resigned his seat on the Board during his temporary absence from the Colony and does not now seek re-election.

The accounts at head office have been audited by Mr. A. R. Lowe, chartered accountant, and Mr. E. A. M. Williams, A.S.A.A., (of the firm of Messrs. Lowe, Bingham and Matthews).

Messrs. Deloitte, Plender, Griffiths & Co., chartered accountants, audited the London accounts.—Your obedient servant,  
J. SCOTT-HARSTON,  
Chairman.

Hongkong, 24th February, 1909.  
The Chairman proposed the adoption of the report and accounts.

Mr. P. C. Potts seconded.

Carried unanimously.

Mr. E. D. Haskell proposed, and Mr. E. E. Ellis seconded, the re-election of Mr. Horace Mocatta (London Committee) and Mr. J. Scott Harston, and the confirmation of Messrs. E. S. and Ellis Kadoorie as Directors.

Agreed.

On the motion of Mr. P. C. Potts, Messrs. A. R. Lowe and E. A. M. Williams and Messrs. Deloitte, Plender, Griffiths & Co. (London) were re-elected auditors.

This was all the business.

## BALANCE SHEET 31ST DECEMBER, 1908.

Liabilities.	Assets.
Authorized capital 1,000,000	
99,975 ordinary shares of £7 each	£699,475
Issued Capital (at 1s. 8d. to the £) 1,000,000	
40,452 ordinary shares of £7 each	\$1,912,616.00
£6 paid up £142,718	
Capital reserve fund	48,118.34
Reserve fund	150,000.00
Notes in circulation	79,275.00
Fixed deposits, current accounts, loans, &c.	886,525.18
Bills for collection and Branch balances	102,024.09
Drafts, acceptances and endorsements (Bills re-discounted) ...	211.47
Balance of profit and loss account	180,552.57
	\$4,359,322.65

Assets.	Liabilities.
Cash on hand and at Bankers.....	\$ 156,047.00
Money at call and at short notice	144,517.43
Bills receivable, loans and advances	3,978,983.45
Bills for collection receivable and Branch balances.....	79,764.75
	\$4,359,322.65

## PROFIT AND LOSS ACCOUNT.

Year Ending 31st December, 1908.	
Charges, directors' fees, salaries, etc.	\$84,816.70
Amount to be transferred to reserve fund	\$ 50,000.00
Balance to be carried forward to next account	30,552.57
	\$180,552.57
	\$265,386.37

Balance brought forward from last year	
1908	\$10,223.09
Gross earnings for the year ending 31st December, 1908, after providing for all bad and doubtful debts	255,166.27
	\$265,386.37

On 1st January, 1909, the Capital and Reserve Funds will stand as follows:—	
Capital (at 1s. 8d. to the £) 1,000,000	\$2,142,718.00
Capital reserve fund (at 1s. 8d. to the £) 48,118.34	
Reserve fund (at 1s. 8d. to the £) 150,000.00	
Notes in circulation	25,937.10
	\$2,366,753.34

There is an active demand just now, says the *Engineer*, for cement in China for railways, port works, municipal drainage works, and building operations generally. During the past two or three years reinforced concrete constructions have been gaining in popularity in the big towns. Next to the Belgian article, Hongkong—Green Island—cement has the best sale, and that from Haiphong, in Tonkin, also sells well. There is still room for competition, but some little care is required in cultivating the market. Advertisement is necessary, and the presence of a technical representative in China to study the special physical and chemical properties required for cement for the Chinese market. Samples are of course essential, and if a standard mark is adopted and every effort made to maintain the standard of quality represented, there is no reason why a good business should not be built up.

## Telegram.

## "HONGKONG TELEGRAPH" SERVICE.

## SHANGHAI ALHAMBRA.

## RAIDED BY MUNICIPAL AUTHORITIES.

## A TEST CASE.

[From Our Own Correspondent.]

Shanghai, 1st May,  
2.30 p.m.

The Alhambra was raided at noon yesterday.

It is reported that the raid was unauthorized [by the Consular Body?], the Municipal Council acting on its own initiative, thus bringing the matter to a test.

## CANTON DAY-BY-DAY.

## A COWARDLY MURDER.

[From Our Own Correspondent.]

Canton, 30th April.

On the 24th instant, Au Yuen, a dealer in Japanese marine products in Chao Tsun, was shot to death by an unknown person. At about 10 p.m. in the night of that day, the unfortunate man was roused by a knocking at his door. Au Yuen went to answer the call, but on opening the door he received a bullet from a revolver without any warning. The strange murderer then quickly vanished. It has now been ascertained that the murdered man had been dealing in Japanese marine products thereby violating the boycott regulations. In this way it is reported that he had made a fortune. It is generally believed that he met his death at the hands of one of the Anti-Japanese propagandists.

## ANTI-OPIMUM CAMPAIGN.

The new Canton Tartar-General Tsang Chi has directed his earnest attention to the enforcement of the anti-opium regulations, and has now discovered that eight of his subordinates are still addicted to the habit of opium-smoking. The Tartar-General has allowed them a period of ten days in which to get rid of their habit. Should they fail to comply with the order at the end of that period, representations will be made in the proper quarter for their discharge.

## THE IMPERIAL FUNERAL.

## CEREMONY TO BE OBSERVED.

According to Chinese reports it has been arranged by the Waiwupu that the ceremony to be observed by the foreign Ambassadors and Envoys in attending the funeral of Emperor T'ai Tsung on May 1 will be as follows:—The Foreign Envoys will wait at the Ching Shan, outside the East Gate, and when the Imperial Spirit passes, they will make a respectful bow, after which they will form in a line and walk after the procession. It has also been arranged that the ladies of the Legations will wait to pay their respects to the late Emperor's remains inside the Ti An Gate. Other foreign officials and mourners are allowed to pay respects to the Imperial cortege on the Si Pai Lou street, where special tents have been put up for the occasion, and due attention will be given by the police to those who may attend. It has been decided that the teachers and students of the Imperial Noble School will turn out in a body to attend this funeral.

## SERIOUS FRACAS.

## DISTURBANCE IN HANKOW.

A Chinese dispatch up a Shanghai vernacular paper states that on the night of the 19th ultimo a serious fracas occurred in Hankow between a number of employees of the Standard Oil Company and of an American slaughter house and the Japanese police. It arose, says the *N. C. D. News*, through a policeman trying to arrest one of the employees on suspicion, for carrying a load at night. The man abandoned his load, quickly got a dozen or more of his fellows on the spot, and laboured the policeman. Soon after the Japanese inspector and a detachment of Japanese constables went to his rescue, when their enemies were also very largely reinforced. In the end a detective was taken prisoner and the inspector himself was cut on the face. Information was then given to the Mixed Court Magistrate, who instructed the nearest Chinese police officers to take forty constables and try to restore order. The rioters by this time numbered over a hundred. They attacked the Chinese police, and threatened to make an attack on the Japanese Consulate. One of the Chinese officers was injured in the affray. Realizing the situation, the Magistrate reported the matter the next morning to the Taotai, who ordered out his guards and some other troops. The officials turned out in full force on Tuesday last, the 20th, when the rioters dispersed. Two of these were arrested and tried by the Magistrate, in conjunction with the Japanese Constables and have been imprisoned by the Chinese authorities. It is stated that the Standard Oil Company and the Slaughter House intend taking up the case on behalf of their employees.

It is stated by the *Nagasaki Press* that the *Genmaru*, a ship to the *Togo-maru* in case of construction at the *Mitsui-Bishi* Dockyard, Yokohama, and originally designed to be a liquid fuel, is now being altered to burn oil. In consequence of the heavy import of oil imposed upon oil. The two tankers *Genmaru* and *Togo-maru* are also being converted to burn oil.



## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE.

## MANCHURIAN CEREALS. PERMISSION FOR EXPORT GRANTED.

[By courtesy of the "Sheung Po"]

Peking, 30th April.

Germany and Japan have applied for permission to export cereals from Manchuria.

The Waiwup telegraphed to Viceroy Hsu Shih-chang asking for his opinion as to the expediency or otherwise of granting the application.

His Excellency Hsu, in a telegraphic despatch, replied that he sees no objection to the exportation of cereals from the Three Eastern Provinces having regard to the fact that those provinces are rich in produce.

## THEIR LATE MAJESTIES.

## INTERNATIONAL AMENITIES.

[By courtesy of the "Sheung Po"]

Peking, 30th April.

The Special Envoys now in Peking to attend the Imperial funeral, on the 29th ultimo, paid their respects before the tablets of their late Majesties, the Emperor and Empress Grand Dowager.

## CHINESE STUDENTS IN JAPAN.

## MUST NOT PERFORM AT THEATRES.

[By courtesy of the "Sheung Po"]

Peking, 30th April.

The Ministry of Education has telegraphed to the Chinese Minister in Tokio urging him to prohibit Chinese Government students in Japan taking part in theatrical performances.

## SHANGHAI TAOTAI.

## THE RECENT CHARGES.

[By courtesy of the "Sheung Po"]

Peking, 30th April.

H.E. Viceroy Tuan Fang has submitted his report, on the recent allegations against the Shanghai Taotai.

It is believed that no change will be effected in the Shanghai Taotai as the outcome of the Viceroy's investigations.

The following is a translation of a telegram appearing in the *Shenao* of April 19, 1909, which purports to be the official version of the denunciation of the Shanghai Taotai by the Governor of Szechow:

The Szechow Governor memorialises that the Shanghai Taotai T'ai Nai-hung has shown disregard for public funds and made light of the restraints of the law, his conduct being unbecomingly and his designs beyond measure. His official work is thus from the outset unreliable. In connection with the failure of the Yuan Yuan Bank and the funds of the Likin Bureau therewith deposited, when I dispatched instructions to T'ai Nai-hung to require payment, he made no single word of reply for several months; and when I expressed a wish to transfer the case to the Provincial Capital for judgment with a view to obtaining payment, he then, out of partially, extended protection to the concerned and cunningly assented that the Likin Bureau's deposit was not public and payment could not, therefore, be required first; adding that the merchant concerned intended to commit suicide and that there was thus ground for anxiety as to life; adding further that this merchant had long moved among foreigners, and that he was, therefore, much afraid that the latter would intervene in the interior administration of justice; thus attempting to intimidate me throughout. I have now again directed that the case be transferred to the Provincial Capital for purposes of trial investigation; and although it may be difficult to foretell whether payment can or cannot be obtained, the action of T'ai Nai-hung is continuing to evince the demerit of a traitorous Hao, shows that were an important matter of foreign intercourse to arise prejudice to the Realm would certainly result; and can therefore by no means be tolerated. It is therefore requested that he be forthwith degraded.

The Vermilion Rescript reads: "There will be different Commands."

The following telegram appeared in the *Shenao* of April 21.

With reference to the denunciation of the Shanghai Taotai by the Governor of Szechow, since it was not made conjointly with the Viceroy, and since exaggerated expressions are used for small matters, there is much doubt that it is the result of personal dislike, and special orders have been despatched to the Viceroy, Tuan Fang, to investigate the matter and reply.

## BANDMANN DRAMATIC COMPANY.

## "THE PRISONER OF ZENDA."

The Bandmann Dramatic Company, now touring the East for the first time, opened their season in Hongkong by presenting, to a fully good house "The Prisoner of Zenda," dramatized from Anthony Hope's famous novel of the same name. Mr. Henry Dallas, an old favourite with Hongkong audiences, made the play in his double rôle of King Rudolf and Rudolf Rassendyll. Mr. Dallas throughout his somewhat difficult part displayed great skill in handling his not too easy impersonations and fully demonstrated that he is capable of producing roars of laughter from a mirth-provoked audience as to hold them spell-bound by his intensely dramatic acting. His impersonation of the alcoholic potentate was a clever stroke, but Mr. Dallas was unquestionably seen at his best at the end of Act IV, when the convincing earnestness with which he invested his acting was generally admired. The part of Princess Flavia was entrusted in the capable hands of Miss Lillian Lloyd, who gave a faithful impersonation of her part. The villain of the piece was Mr. Alec. Alves as "Black Michael," who caused a shudder in the auditorium which was at times almost natural. Mr. Edward Graham as Captain Hentzu was perfect. Miss Florence Dalton, the leading lady of the Company, was tragically earnest as Antoinette de Maubum, and should certainly win the good graces of future audiences. The other players did well in their respective parts and ably supported the principals.

To-night, the intensely dramatic play "Tribune" will be staged.

## QUEEN WILHELMINA.

## SOLUTION TO PROBLEM OF THE DUTCH SUCCESSION.

## TENSE EXCITEMENT AT THE HAGUE.

The Hague has a very short season when tourists come to see the picture galleries, the quaint old Dutch towns, the Zuyder Zee and the picturesque fisher-folk, and then the place subsides into its usual somnolence. When the Peace Conference was sitting, the Hague was doing a thriving business. But the Dutch never admit that they are satisfied with anything. They were not even pleased with the Peace Conference. It is therefore pleasant surprise to hear everybody talking with such satisfaction of the coming event, which is to solve the problem of the Dutch succession. There never was a more popular Sovereign than the little Queen at the present moment, but in this she has only discovered the kind feelings all her subjects had for her when she came to the Throne. Everything is in her favour. Her youth, a certain feeling of almost pity for this young creature, deprived so early of the irrepressible of childhood, and weighed so out of young with chances and solemnity of State so keeping with the light-heartedness of her age.

But, above all, her subjects look to her to save them from the Prussian heir apparent the whole nation dreads. They welcomed their little Queen to throne, and rejoiced as Dutchmen seldom do, but years passed, and she did not fulfil the main hope. Then her people grew more or less indifferent, and her marriage, which was never popular, became decidedly unpopular.

## CH'NG IN SENTIMENT.

When it was announced a few months ago that the happy event was expected, Queen Wilhelmina's subjects had been so often disappointed that they gave the announcement merely a grudging acknowledgment, but as time wore on the interest grew warmer and warmer, till it has now reached a state of intensity which would seem almost ludicrous if so much did not depend on a happy denouement. People here open the newspapers with anxiety, not to see whether Russia and Austria-Hungary have come to blows, or Bulgaria have settled their difficulties, but to read the latest news of their little Queen's health. And so, although the Hague is in its winter sleep, the inhabitants are very much alive, and preparations are going forward with the greatest activity to welcome the little newcomer. Just if they felt guilty of neglecting, and even feeling not too kindly towards their poor little Queen, who was not responsible for their unrealized hopes, they are now extravagantly desirous to show their gratitude.

On her side the Queen is for the first time in her life treating her health as a national concern. It is quite touching to see the care with which the religiously follows the medical orders. Except for a short walk to her mother's palace. All exercise is forbidden. She accepts the tyranny of her régime with heroic determination, and it was equally touching to see the crowds who gather to see her pass, accompanied by a single Maid-of-Honour.

## AN IVORY CRADLE.

Queen Wilhelmina looks in excellent health and spirits, and it seemed to me, writes a correspondent, there was little touch of humour in the glances she exchanged with her beaming subjects. In the shops there is a larger than usual display of Royal photographs, Royal arms, of jugs and toys, and flags to decorate the city on the auspicious birthday. The committees which have been formed in all the provinces to celebrate the event with adequate rejoicings are racking their brains to find pleasing and acceptable presents to show their delight. All these presents have been approved by the Queen herself. One of them is a cradle in ivory, with pink satin and Chantilly lace curtains, another is a pram-bambler also trimmed with pink satin and Chantilly lace, a screen, with paintings of the greatest Dutch masters, a tea service or *china* *sova*, babies' playthings in silver, a knife and fork, etc., etc. They would fill a museum to judge from the length of the list.

## EXCLUSIVE DUTCH SOCIETY.

Meanwhile, the festivities are for the first time, almost brilliant in this old-world capital. The Dowager-Queen is receiving in the place of her daughter, who attends no public functions,

and many of the foreign diplomats have not yet had a chance of being presented to her. Society at the Hague is extremely exclusive and caste-ridden, but within the narrow circles into which it is divided there is a delightful intimacy, and the intensity of the intercourse makes up for its want of breadth.

Old families with quaint names like the Dacloet van Bloklant, Den Beer Poortgaal, Van Tets van Goudriaan, Doude van Troostwijk, all of burgher origin, and yet of such ancient and distinguished respectability, have practically no equivalent elsewhere. The prevalent title of Jonkheer is also deliciously quaint. In spite of their coldness towards others of a lower caste, among themselves their manners have an exquisiteness which is quite fascinating to those accustomed to the rough-and-tumble manners of larger capitals.

## AN ECONOMICAL MONARCH.

It is not generally known that Queen Wilhelmina is one of the richest Sovereigns in the world and that she is developing into a first-rate business woman. She superintends her own investments, she keeps a strict account personally of her charities, and checks her expenditure generally with all the care of a good housekeeper. She applies the same good business habits in public affairs, and even, at present, receives her Ministers and discusses with them all the pending matters of State.

As a small child, Queen Wilhelmina was stubborn and autocratic, but disappointment has softened her character. One of the chief shortcomings in her neglect of her personal appearance, and in this respect there is no change. She still walks about dressed like a German governess, although the beautiful hair she lost after the typhoid fever has grown again, and her complexion, stimulated by a daily bath in the juice of five dozen lemons, is as fair and beautiful as ever.

## NEWS OF THE QUEEN OF HOLLAND.

Amsterdam advices of March 24 state that the Queen continues in excellent health, and all preparations are being made for the event to which the whole of Holland is looking forward. The fever of public expectation is high. In one town the clock of the church, being out of order, struck 150 times. Many people thought this meant that the eventual day had arrived. At the Hague some boys shooting at rocks caused some inhabitants in the neighbourhood to hoist flags. The latest present for the Royal nursery is a little silver hot-water bottle from the town of Roermond, in Limburg. Leeuwarden, Friesland's capital, has sent an antique oak chest for linen, containing some old Frisian miniature silver toys, and an album in a silver cover to note down the chief events of baby-life. Utrecht has sent a white wash-stand with silver basin ewer, and soap box. Zealand has given a perambulator with a hood of the choicest lace of Sluis, the Hague a cradle with embroidered, Rotterdam a silver table set, Amsterdam a complete toilet set, and the Dutch Colony in London an endowed bed in a hospital. One town in Zealand is giving a pair of silver scales with which to weigh the royal child, while clocks are being presented by a number of municipalities. Beautiful gifts are to be presented by the colonists in the Dutch East Indies and Guiana.

## PLANTERS AND COOLIES.

## PETITION TO BE PRESENTED TO HOLLAND'S QUEEN.

The assistants on tobacco estates in Deli have drawn up a petition to the Queen of Holland, praying for better protection by law against coolies who defy their authority. They complain that the law in force shows too great a leaning in favour of the coolies. The penalties for insubordination and lack of discipline among the coolies are too light to have any terror for the labourers, and the procedure to bring them to justice is too tiresome and protracted. The coolies have no fear of the law, and set no store by the authority of the assistants. The only punishment they prefer at present, is that dealt out on the spot when the offence is still fresh.

Planters know that the law forbids their striking the coolies, but they cannot help dealing with them in a hard-handed fashion when provoked beyond endurance. The unlucky assistants are then hauled up in the police court and undergo fine or imprisonment for excusable offences.

The grievance of the petitioners, in short, is that the law safeguards the interests of the coolies too much at the expense of the employers. The assistants point out that the Government does not safeguard them sufficiently against the labourers.

The unfortunate assistants stand between two fires. If they take the law into their own hands to enforce authority against malicious and rowdy coolies, the police come down upon them. If they do not maintain discipline with an iron hand, they will lose all control over the labourers and be dismissed by their employers; self-interest leads the assistants to prefer breaking the law when doing otherwise means loss of employment.

The petitioners conclude by praying that the labour laws be so amended that the punishments enforced should better meet the offence, local considerations being duly taken into account in order that fear might seize upon the coolies. — *Straits Times*

Mr. Yamada Isaburo, whose airship proved to be successful in the Russo-Japanese war, claims now to have invented a flying machine capable of transporting a heavy load, and of ready steering. The inventor has just taken out a patent for the same. Mr. Yamada has also invented an airship destroyed by explosive shells which automatically explode on contact with another airship, being practically a counterpart of the marine torpedo destroyer. Application has been filed for the invention. It is reported that both the flying machine and the destroyers will be adopted by the Japanese army. Mr. Yamada has been decorated with the sixth class of the Order of the Rising Sun, in recognition of the utility of his previous inventions.

## NEW TERRITORIES.

## DIVISION OF DISTRICTS.

The following Order made by the Governor-in-Council is published in the Gazette:—

The Order-in-Council dated the 15th day of March, 1906, defining the districts into which the New Territories shall be divided for the purpose of the above-mentioned Ordinance, is hereby rescinded and the following Order substituted:—

It is hereby ordered that there shall be established two District Land Offices for the purpose of carrying out the provisions of the New Territories Land Ordinance, 1905, and it is further ordered that for the purposes of the said Ordinance the New Territories shall be divided into two districts, viz:—

(a) One district to be hereafter called and known as the "Northern District" to include the whole of the New Territories situate on the mainland excepting such portion thereof as is by this Order included in the Southern District; and including all islands which are East of Longitude 114° 10' and North of Latitude 22° 15' excepting the Islands of Tunglung, Futau Chau and Slope Island.

(b) Another district to be hereafter called and known as the "Southern District" to include that portion of the New Territories situate on the mainland as is delineated and shown on a plan marked "Southern District Mainland" dated the 21st day of February, 1909, signed by the Director of Public Works and countersigned by the Governor and deposited in the Land Office of this Colony, and the remainder of the Islands in the New Territories not included in the Northern District.

And it is further ordered that the office for the Northern District shall be situate at Tai Po in the New Territories and the office for the Southern District shall be situate in the City of Victoria, Hongkong.

The above Order shall take effect as from the 21st day of February, 1909.

## COMMERCIAL.

## SHARE MARKET.

Messrs. Erich Georg & Co. write in their Weekly Share List of to-day's date as follows:—

A very fair investment business has been in progress during the week under review, and several stocks have improved in value, the market closing firm for most securities. The sterling demand rate of exchange on London has gone up to 1s. 9½d., while rates on Shanghai and *vice versa* are unchanged. Bar-silver in London is quoted at 77½d., and Consols at 84½d. Rates of discount in London are unchanged.

Bank Shares.—Hongkong and Shanghai sold at \$940 to \$950, closing, quieter, however, with shares offering at \$950. The London rate is 289 to 100. Nationals are unchanged.

Marine Insurance Shares.—Unions have been done at hardening rates, the last sale effected being at \$810, at which figure the market closes strong. China Traders and Yang-tze, etc., unchanged. Cautious sold and have buyers at \$187½. North China has inquiries at 11s. 10c, ex the interim dividend of 7s. 6d. at exchange of 2s. 3½d./6d.—11s. 3½d. 50 per share, paid to-day.

Fire Insurance Shares.—Hongkong sold at \$335, and have buyers now at \$337½. Chinas have improved to buyers at \$300.

Shipping Shares.—Hongkong, Canton and Macao Steamboats have been in good demand, but only few shares changed hands at \$50, holders sticking out for higher rates. Indo-Chinas have improved further, and at time of writing, shares are wanted at \$50 (pref. and def. combined), Shanghai quoting buyers at 11s. 6d., and the London rates being 14s. 10d. for preference and 12s. 10d. for deferred shares. China and Manilas are obtainable at \$12, and Douglas at \$30. Old Star Ferries sold and have buyers at \$15, while the new issue is neglected at \$15. Shell Transports have advanced to buyers at 58s. 6d. for beater scrip, London quoting 58s. sellers (name shares). Union Waterboats are wanted at \$10. Refineries are neglected, with sellers at \$137½ for Chinas, and \$16 for Luzons.

Mining Shares.—Charbonnages are unchanged. Rauba has sellers at \$8; a telegram from the mine reports a crushing of 5,700 tons ore, yielding 1,034 ounces of smelted gold. The *Hongkong Telegraph* of 79th ultimo, prints the mining manager's report for the four weeks ended 27th March, 1909. Chinese Engineering and Mining Company's shares have buyers at 11s. 17½ ex the int. dividend of 1s. 6d. per share paid to-day.

Docks, Wharves, Godowns, &c.—Hongkong and Whampoa Docks have been on offer the whole week at \$79, without attracting attention. Geo. Feewicks, as well as New Amoy Docks, are unchanged. Shanghai Docks have improved considerably, the closing rate being 11s. 10d. The 87½ Hongkong and Kowloon Wharves have advanced to buyers at \$55, after sales between \$52 and \$55. Shanghai and Hongkong Wharves have sellers in the north at 11s. 16½.

Land, Hotels and Buildings.—Hongkong Lands have advanced to buyers at \$90, but no shares seem to be available at present. Kowloon Lands are steady at \$50, and West Point are firm at \$44. Hongkong Hotels are quoted at \$85, new issue buyers, which is the equivalent of \$1 for old ex new issue, and \$124 for the new issue alone (\$15 paid up). Humphreys' Estates sold and have buyers at \$9. Shanghai Lands have been sent to the north at 11s. 17½ and 11s. 18, closing with sellers at 11s. 11½.

Cotton Mills.—Shanghai quotations are: Ewas Tia, 100 lbs. 10s. 10d., and 10s. 10d. 40s. Hongkong Mills sold at \$81.

Sundry Manufacturing Companies.—Hongkong Electric has buyers at \$8½, ex the dividend of \$1.20 per share, paid on 26th ultimo. Dairy Farm sold in a small way at \$7½, but shares are on offer now at \$7. Green Island Cement shares fetched \$8½ and \$8½, closing with sellers at latter figure. Ice has been done at \$150. Other stocks under this heading are unchanged and without any reported sales.

Miscellaneous.—China-Rubber, after further sales at \$13.50 to \$14, are wanted at \$14. China Providents have sales and sellers at \$4. Langkats have advanced in the north to 11s. 10½. Watsons sold and are offering at \$9. In other stocks under this heading no transactions have been made public, and there is no change in rates to report.

## To-day's Advertisements.

## NOTICE.

I HAVE This Day resumed my Business of SHARE AND GENERAL BROKER.

THOMAS I. ROSE.

Hongkong, 1st May, 1909. [387]

## NOTICE.

THE CHINESE ENGINEERING AND MINING CO., LD.

AN INTERIM DIVIDEND OF One Shilling and Six Pence per Share free of tax on account of year ending 28th February, 1909, has been declared by the Directors of the above Company.

Coupon No. 12 is payable on 1st May at the Chartered Bank of India, Australia and China, and The Russo-Chinese Bank at Tientsin and Shanghai.

J. S. DOBIE, Agent. [386]

Location:—CAUSEWAY BAY. To-night! To-night!!

## HIPPODROME CIRCUS AND MENAGERIE.

ACKNOWLEDGED BY ALL WHO HAVE SEEN IT TO BE THE BEST SHOW EVER SEEN IN HONGKONG.

HAGENBECK'S ZOO OF PERFORMING WILD LIONS.

Trained and Performed by Prof. G. URBAN.

Alone Worth the Price of Admission.

PRICES OF ADMISSION:

Box (6 Chairs)	.....\$15.00
Single Seat in Box	..... 3.00
First Chairs	..... 2.00
Second Chairs	..... 1.50
Stalls	..... 1.00
Gallery (Chinese only)	..... 0.50

Soldiers and Sailors in uniform half price to Stalls and Second Class.

Box Plan at ROBINSON PIANO CO.

## FIRST MATINEE.

TO-DAY (SATURDAY) at 3.30 P.M.

When Children under 12 years will be admitted at half price to all parts of the CIRCUS.

SPECIAL TRAMS will be run after the performance.

Doors open at 8 P.M. Overture 9.

A JACKSON, Representative.

Hongkong, 1st May, 1909. [322]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship "MANILA," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th of May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th of May, at 9.30 A.M.

All Claims must reach us before the 12th of May, 1909, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

## NORDDEUTSCHER LLOYD.

MELCHERS & Co., General Agents.

Hongkong, 1st May 1909. [5]



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship "DELTA,"

Captain B. W. Snow, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 15th May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *India*, 8,000 tons, from Colombo.

Passengers' accommodation in which vessels is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London, (under arrangement) will be transhipped to Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Arabia*, due in London on 16th June, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWITT, Superintendent.

Hongkong, 1st May, 1909. [4]

## Public Companies.

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Society will be held at its Head Office, No. 2 Queen's Buildings, Victoria, Hongkong, on FRIDAY, the 7th May, 1909, at 12.30 P.M., for the purpose of confirming the following Special Resolution, which was duly passed at an Extraordinary Meeting of the Society held on the 21st April, 1909:—

"That the Memorandum and Articles of Association of the Society be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Society, to the exclusion of those heretofore prevailing."

Prints of the proposed Memorandum and Articles of Association can be seen at the Society's Office, or obtained on application there.

By Order of the Board of Directors, C. MONTAGUE EDE, Secretary.

Hongkong, 21st April, 1909. [362]

## THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Company will be held at its Head Office, No. 2 Queen's Buildings, Victoria, Hongkong, on FRIDAY, the 7th May, 1909, at 12.45 P.M., for the purpose of confirming the following Special Resolution, which was duly passed at an Extraordinary Meeting of the Company held on the 21st April, 1909:—

"That the Memorandum and Articles of Association of the Company be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Company, to the exclusion of those heretofore prevailing."

By Order of the Board of Directors, C. MONTAGUE EDE, Secretary.

Hongkong, 21st April, 1909. [363]

## Intimations.

## PEAK TRAMWAYS COMPANY, LIMITED.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m.	to 10.00 a.m.	Every 15 minutes.
10.00 a.m.	to 11.00 a.m.	Every 15 minutes.
11.30 a.m.	to 12.45 p.m.	Every 15 minutes.
12.45 p.m.	to 1.15 p.m.	Every 15 minutes.
1.15 p.m.	to 1.45 p.m.	Every 15 minutes.
1.45 p.m.	to 2.15 p.m.	Every 15 minutes.
2.15 p.m.	to 3.00 p.m.	Every 15 minutes.
3.30 p.m.	to 5.00 p.m.	Every 15 minutes.
5.00 p.m.	to 6.00 p.m.	Every 15 minutes.

NIGHT CARS on Week Days.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

## SUNDAYS.

8.00 a.m.	to 9.00 a.m.	Every 15 minutes.
9.00 a.m.	to 9.30 a.m.	Every 30 minutes.
9.30 a.m.	to 10.30 a.m.	Every 15 minutes.



## Shipping—Steamers.

## CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 12 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong, St. John and Quebec.

(Subject to alterations).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From St. John or Quebec.
"EMPRESS OF CHINA"	"EMPRESS OF IRELAND"
SATURDAY, MAY 8TH.	FRIDAY, JUNE 4TH.
"MONTEAGLE"	
TUESDAY, MAY 11TH.	
"EMPRESS OF INDIA"	"EMPRESS OF BRITAIN"
SATURDAY, MAY 22ND.	FRIDAY, JUNE 18TH.
"EMPRESS OF JAPAN"	ALLAN LINER
SATURDAY, JUNE 12TH.	FRIDAY, JULY 9TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John or Quebec with Atlantic Mail Steamers as shown above. The "Emperors of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port .....

Via New York .....

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. ORRIDGE, General Traffic Agent.

Corner Pedder Street and Praya (opposite Blake Pier).

Telephone No. 61.

Hongkong, 1st May, 1909.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,

General Managers.

16

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

STEAMERS.

TO SAIL.

SHANGHAI (connects with Siberian Mail) .....

SHANGHAI .....

MANILA .....

AMOI & CHINKIANG .....

SHANGHAI .....

CEBU & LOILO .....

TIEN TSIN .....

SHANGHAI (connects with Siberian Mail) .....

MANILA .....

MANILA, ZAMBOANGA and USUAL .....

AUSTRALIAN PORTS .....

SHANGHAI (connects with Siberian Mail) .....

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIEN TSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chienan, Linan, Chinkun), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all European and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transhipment at Woosung.

The Sunday morning sailings carry passengers and H.M. Mails to connect with Siberian Mail to Europe.

Fares including wines—single \$40, return \$70.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

AGENTS.

Telephone No. 36.

Hongkong, 1st May, 1909.

18

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers

between Hongkong and Manila. Saloon and ship—Electric

Light—Perfect Cuisine—Surgeon and Stewardess carried.

All the most up-to-date arrangements for comfort of

Passengers.

OHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship.

Tonn.

Captain.

For

Sailing Dates.

ZAFIRO .....

RUBI .....

For Freight or Passage, apply to

SHEWAN TOMES & CO.

General Managers.

Telephone No. 10 May, 1909.

19

SHIPPING—STEAMERS.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE,

YOKOHAMA, HONOLULU, MANZANILLO and

SALINA CRUZ (Mexico).

S.S. HONGKONG MARU .....

S.S. MANSHU MARU .....

S.S. AMERICA MARU .....

S.S. HONGKONG MARU .....

For particulars, apply to

K. MATSUDA,

Manager,

TOYO KISEN KAISHA, York Building,

Hongkong, 27th April, 1909.

20

FOR SHANGHAI, YOKOHAMA, KOBE

AND MOJI.

THE Steamship

"GREGORY APCAR,"

Capt. S. H. Belsom, will be despatched for the

above Ports on MONDAY, the 3rd May,

at Noon.

This Steamer has Superior Accommodation

for Passengers, and is installed throughout

with Electric Light and carries a duly certified

Doctor.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 23rd April, 1909.

21

"SHIRE" LINE OF STEAMERS,

LIMITED.

FOR SOUTHAMPTON, LONDON AND

ANTWERP.

THE Steamship

"MONMOUTHSHIRE"

Captain G. S. Warner, R.N.R., will be des-

patched as above on or about 8th May.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,

Agents.

Hongkong, 13th April, 1909.

22

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO

SAN FRANCISCO, MEXICO, PERU,

CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS

Co. proceed from YOKOHAMA DIRECT

to SAN FRANCISCO, without any call en

route thus affording a fast regular cargo-

boat service from China and Japan to San

Francisco.

THE Steamship

"AMIRAL EXELMANS,"

10,000 tons, Captain X, will be despatched for

SAN FRANCISCO and other above destina-

tions on or about the 21st of May.

For further particulars apply to

MESSAGERIES MARITIMES,

Agents at Hongkong.

Hongkong, 14th April, 1909.

23

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all

Overland Common Ports in the United

States of America and Canada, and also

for the principal ports in Mexico, and

Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR

VICTORIA, B.C., SEATTLE & TACOMA.

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer

Tonn.

Captain.

Sailing Date

1909

Steamer

Tonn.

Captain.

Sailing Date

1909

These steamers are specially fitted for the

carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED

STATES AND CANADA.

For further information apply to

DODWELL & CO., LIMITED,

General Agents

Queen's Building,

Hongkong, 24th April, 1909.

24

STEAM TO CANTON.

THE New Twin Screw Steel Steamer

"KWONG TONG" .....

"KWONG SAI" .....

Leaves Hongkong for Canton at 9 every

evening, (Saturday excepted).

Leaves Canton for Hongkong at 5.30 every

evening, (Sunday excepted).

These fine Steamers, owned by Chinese

capitalists and Officer by Europeans, are

second to none on the River. Excellent

accommodation for eighteen First Class

Passengers. The Steamers are lit throughout by

Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey .....

Mails .....

The Company's Wharf is situated in front of

the New Western Market, opposite the old

Harbour Office.

YUEN ON & S. CO., LD.,

and

SHIU ON & S. CO., LD.,

Agents.

Hongkong, 26th April, 1909.

25

## Shipping—Steamers.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE,  
YOKOHAMA, HONOLULU, MANZANILLO and  
SALINA CRUZ (Mexico).

S.S. HONGKONG MARU .....

S.S. MANSHU MARU .....

S.S. AMERICA MARU .....

S.S. HONGKONG MARU .....

For particulars, apply to

K. MATSUDA,

Manager,

TOYO KISEN KAISHA, York Building,

Hongkong, 27th April, 1909.

FOR SHANGHAI, YOKOHAMA, KOBE  
AND MOJI.

THE Steamship

"GREGORY APCAR,"

Capt. S. H. Belsom, will be despatched for the

above Ports on MONDAY, the 3rd May,

at Noon.

This Steamer has Superior Accommodation

for Passengers, and is installed throughout

with Electric Light and carries a duly certified

Doctor.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 23rd April, 1909.

"SHIRE" LINE OF STEAMERS,

LIMITED.

FOR SOUTHAMPTON, LONDON AND

ANTWERP.

THE Steamship

"MONMOUTHSHIRE"

Captain G. S. Warner, R.N.R., will be des-

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For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,

Agents.

Hongkong, 13th April, 1909.

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO

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"AMIRAL EXELMANS,"

10,000 tons, Captain X, will be despatched for

SAN FRANCISCO and other above destina-

tions on or about the 21st of May.

For further particulars apply to

MESSAGERIES MARITIMES,

Agents at Hongkong.

Hongkong, 14th April, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all

Overland Common Ports in the United



## COMMERCIAL.

## TO-DAY'S EXCHANGE.

London-Bank T.T.	1/11 1/2
Do. demand	1/11 1/2
Do. 4 months' sight	1/11 1/2
France-Bank T.T.	2/27 1/2
America-Bank T.T.	44 1/2
Germany-Bank T.T.	83 1/2
India T.T.	135 1/2
Do. demand	135 1/2
Shanghai-Bank T.T.	74 1/2
Singapore-Bank T.T.	78 1/2
Japan-Bank T.T.	88 1/2
Java-Bank T.T.	108 1/2

4 months' sight L/O	1/10
6 months' sight L/O	1/10
30 days' sight San Francisco & New York	44 1/2
4 months' sight do.	46
30 days' sight Sydney & Melbourne	102 1/2
4 months' sight France	23 1/2
6 months' sight do.	23 1/2
4 months' sight Germany	80 1/2
Bar Silver	74 1/2
Bank of England rate	24 1/2
Sovereign	10 7/8

## SHIPPING AND MAILES

## MAILS DUE

Indian (Lightning) 2nd inst.	
Canadian (Montezuma) 3rd inst.	
German (Prinzess Alice) 5th inst.	
Indian (Suez) 8th inst.	
Indian (Zanzibar) 10th inst.	
Canadian (Empress of India) 14th inst.	

The a.s. Zanzibar left Manila on 1st inst., and is due here on 3rd inst., at 6 p.m.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—  
On the 1st at 12.05 p.m. The barometer has risen quickly over Japan, and fallen moderately over China.

Areas of low pressure are lying over Manchuria and over N.W. China, and the highest pressure is now situated over W. Japan.

Fresh to moderate N.E. and E. winds may be expected in the Formosa Channel and along the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. 10-day, 0.01 inches.

## FORECAST.

- 1.—Hongkong and Neighbourhood, N.E. and E. winds, fresh to moderate; cloudy, showery.
- 2.—Formosa Channel, same as No. 1.
- 3.—South coast of China between Hongkong and Lianao, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan, same as No. 1.

## Shipping.

Amigo, Ger. s.s., 771, H. Frandsen, 30th April, Halphong via Pakhoi and Hoihow 19th April, Gen. J. & Co.	
Tungshing, Br. s.s., 1717, W. Stalker, 30th April, Canton 30th April, Gen. J. & Co.	
Mailla, Ger. s.s., 1793, J. Minssen, 1st May, Sydney 8th April, and Manila 18th May, Gen. J. & Co.	
Tijpanas, Dut. s.s., 2469, A. W. Lakoooy, 1st May, Cebu, Amoy and 10th April, Gen. J. & Co.	
Marie, Ger. s.s., 1169, P. E. Christensen, 1st May, Newchwang 23rd April, and Chefoo 26th Gen. J. & Co.	
Anhui, Br. s.s., 1350, J. Menhrel, 1st May, Canton 30th April, Gen. J. & Co.	
China, Am. s.s., 1386, D. E. Friele, 1st May, San Francisco 1st April, Hongkong 9th Yokohama 21st Kobe 23rd, Nagasaki 25th, and Shanghai 28th, Mails and Gen. J. & Co.	
Hongkong, Fr. s.s., 739, A. Cornelissen, 1st May, Haiphong and Hoihow 20th April, Gen. J. & Co.	

Clearances at the Harbour Office.

Chiyun, for Shanghai.

Anhui, for Shanghai.

Clara, for Tamsui.

Johanna, for Wuhu.

Kwongkong, for Ningpo.

Rubi, for Manila.

Indra, for Singapore.

Phanphong, for Saigon.

Glenloch, for Amoy.

Maria, for Canton.

Daljin, for Swatow.

Haiman, for Swatow.

Mandarin, for Miko.

Benary, for Nagasaki.

Chowai, for Swatow.

Departures

May 1

Assaye, for Europe.

Rubi, for Manila.

Indian, for Dainy.

Chiyun, for Swatow.

Kwongkong, for Saigon.

Kwongkong, for Ningpo.

Chiyun, for Shanghai.

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Misses S. and A. Frank, Mr. T. W. Pearce, Miss Sarah Buchach, Mr. F. J. Berry, Mr. F. J. Colvin, Mr. D. C. Connel, Mr. and Mrs. John A. Davis, Mrs. C. A. Dewitt and infant, Miss Katherine Dewitt, Mrs. O. Dolling, Mrs. H. L. Dyerett, Mr. and Mrs. Geo. A. Fisher, Misses M. A. Goss, M. Holliday, Mrs. C. Hurst, Mrs. C. E. Jaffe and infant, Mr. and Mrs. Wm. E. Lind, Miss Marguerite Lind, Messrs. J. K. Klein, Wm. Coddery, O. G. Ogier, N. G. Tipso, Mrs. and Miss E. Stein, Messrs. Lam Woo and Chao Sing Yip.

## VESSELS IN PORT.

Bangkok, Ger. s.s., 1920, F. Nicolaisen, 28th April, —Bangkok 19th April, Gen. —Yuen Fat Hong.	
Benader, Br. s.s., 1910, A. Tough, 28th April, —Mojl 22nd April, Coal—G. L. & Co.	
Benary, Br. s.s., 2510, J. D. Sanchet, 30th April, —London 19th April, and Singapore 28th April, Gen. —G. L. & Co.	
Borneo, Ger. s.s., 2168, F. Sanchet, 26th April, —Sandakan 21st April, Timber—M. & Co.	
Chungang, Br. s.s., 1418, W. E. Sauer, 27th April, —Wakamatsu 1st April, Coal—J. M. & Co.	
Clara, Ger. s.s., 1102, J. Bendixen, 28th April, —Singapore 24th April, Gen. —J. & Co.	
Daljin, Jap. s.s., 899, Y. Kaburaki, 28th April, —Swatow 27th April, Gen. —O. S. K. Denbigh Hall, Br. s.s., 3171, MacPherson, 25th April, —New York 23rd Feb., and Dumbarton 13th Mar., Case Oil—S. O. Co.	
Derwent, Br. s.s., 1502, J. Jenkins, 27th April, —Saigon 23rd April, Gen. —Man Fat & Co.	

Devaungwe, Ger. s.s., 1055, F. Rehwaldt, 28th April, —Bangkok and Swatow 27th April, Rice—B. & S.

Empress of China, Br. s.s., 3046, R. Archibald, R.R., 16th April, —Vancouver, B.C. 25th Mar., and Shanghai 13th, Mails and Gen. —O. P. R. Co.

Fribjof, Nor. s.s., 891, Andersen, 30th April, —Saigon 25th April, Rice and Gen. —Angard, Thoresen & Co.

Glenloch, Br. s.s., 1500, J. Ainsworth, 30th April, —Singapore 24th April, Gen. —Wee Bin & Co.

Gregory, Br. s.s., 2603, S. H. Belton, 28th April, —Calcutta 13th April, Penang and Singapore 22nd, Gen. —D. S. & Co., Ltd.

Haiman, Br. s.s., 616, J. W. Evans, 30th April, —Swatow 29th April, Gen. —D. L. & Co.

Ha dis, Nor. s.s., 1065, Solberg, 30th April, —Saigon 16th April, Rice—Angard, Thoresen & Co.

Japan, Br. s.s., 3806, J. G. Oliffent, 30th April, —Mojl 25th April, Coal and Gen. —D. S. & Co., Ltd.

Johanne, Ger. s.s., 954, J. Iversen, 27th April, —Saigon 23rd April, Rice and Gen. —J. & Co.

Lothian, Br. s.s., 3223, W. J. Lockhart, 17th April, —Mojl 12th April, Coal—D. & Co., Ltd.

Mandarin, Jap. s.s., 4551, K. Shimidzu, 29th April, —Miko 24th April, Coal—M. B. K.

Mausang, Br. s.s., 1644, G. S. Weigall, 26th April, —Sandakan 20th April, Timber and Gen. —J. M. & Co.

Minnesota, Am. s.s., 13323, Chas. Austin, 24th April, —Seattle via Ports 20th Mar., and Manila 22nd April, Gen. —N. Y. K.

Moyori Maru, Jap. s.s., 2700, J. C. Richards, 27th April, —Bombay and Hongkong 10th April, Gen. —N. Y. K.

Pakli, Ger. s.s., 1018, J. Wenzel, 30th April, —Bangkok 21st April, Rice and Gen. —B. & S.

Pheunpenh, Br. s.s., 1056, J. H. Scott, 22nd April, —Saigon 18th April, Rice and Gen. —Wo Fat Sing.

Selja, Nor. s.s., 2789, Lee, 24th April, —Portland 3th Mar., and Chiuwan 17th April, Timber—J. M. & Co.

Shantung, Br. s.s., 1835, Robinson, 24th April, —Hongkong 21st April, Coal—B. & S.

Siam, Br. s.s., 980, Balans, 9th April, —Langkat and Singapore 1st April, Case Oil—M. C. & Co.

Siberia, Am. s.s., 5665, A. Zeeder, 21st April, —San Francisco 26th Mar., and Shanghai 19th April, Mails and Gen. —P. M. S. S. Co.

Taiyuan, Br. s.s., 1450, L. Dawson, 25th April, —Melbourne and Ports 27th Mar., Gen. —B. & S.

Tean, Br. s.s., 1346, A. W. Outerbridge, 3th April, —Manila 27th April, Gen. —H. & S.

Victoria, Swed. s.s., 989, J. Eckert, 28th April, —Sourabaya 14th April, Sugar—S. W. & Co.

Wakamatsu Maru, Jap. s.s., 1722, M. Aikawa, 16th April, —Wakamatsu 10th April, Coal—M. B. K.

Y. Sontus, Am. s.s., 58, Garwheen, 13th April, —from Manila, Sugar—Yuen Sheng & Co.

## Steamers Expected.

Vessel	From	Agents	Date
Lightning	Singapore	D. S. & Co.	May 2
Ceylon Maru	Shanghai	N. Y. K.	May 2
Chinhu	Shanghai	B. & S.	May 2
Montezuma	Shanghai	C. P. R. Co.	May 3
Sado Maru	Singapore	N. Y. K.	May 3
Miyasaki Maru	Shanghai	N. Y. K.	May 3
Zufu	Manila	T. & Co.	May 3
Korona	Singapore	T. & Co.	May 4
Tibodas	Singapore	J. C. L. & Co.	May 4
P. E. Friedrich	Colombo	M. & Co.	May 5
P. E. Friedrich	Singapore	C. & Co.	May 6
Tijpanas	Singapore	J. C. L. & Co.	May 7
Alidenham	Sydney	G. L. & Co.	May 7
Manchuria	Japan	P. M. Co.	May 8
Suinaig	Calcutta	J. M. & Co.	May 8
Changsha	Sydney	B. & S.	May 9
Nikko Maru	Thursday	V. Y. K.	May 10
Yeboshi Maru	Bombay	N. Y. K.	May 10
Luisang	Calcutta	J. M. & Co.	May 12
Kmp. of India	Vancouver	C. P. R. Co.	May 14

## Post Office.

Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

Approximate times of closing mails at Shanghai via Dainy and Siberia.

8th May at 9.30 A.M.

12th May at 8.30 P.M.

15th May at 8.30 P.M.

20th May at 9.00 A.M.

## A Mail will close for:—

Swatow—Per Haiman, 2nd April, 9 A.M.

Swatow, Amoy and Tamsui—Per Daljin Maru, 2nd May, 9 A.M.

Shanghai, Yokohama, Kobe and Moji—Per Gregory, 2nd May, 11 A.M.

Macao—Per Sui Tai, 2nd May, 1.15 P.M.

Shanghai—Per Tientsin, 2nd May, 5 P.M.

Calcutta—Per Tientsin, 2nd May, 9 A.M.

Batavia, Cheribon, Samarang, Sourabaya and Macassar—Per Tientsin, 4th May, 10 A.M.

Swatow, Amoy and Tamsui—Per Haiman, 4th May, Noon.

## TOMORROW.

## St. Peter's Church.

Queen's Road West.

Third Sunday after Easter.

Morning Prayer 11 a.m. Venite; Arnold, Psalms; Goss, etc. Te Deum; Oakley, Hymns; 4, 325, 307 and 221, Kyrie; Arnold.

Holy Communion 12.15 p.m.

Evening Prayer 6.30 p.m. Gloria; Magnificat; Goss, Nunc Dimittis; Farrant, Hymns; 344, 415, 371 and 15, Kyrie.

The Church launch Daylight will call on ships carrying white crews to bring friends ashore to the services between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier, 10.30 and 6 p.m.), returning afterwards. All the sailings are free and unannounced. Visitors welcome. Books, &c., provided.

Sunday school 10 to 10.45 a.m.

Worship Institute—Sunday.

Bible class, 3 p.m.

Confession, 8 p.m.

## St. John's Cathedral.

2nd May; 3rd Sunday after Easter.

Holy Communion 7.30 a.m.

Matins 11 a.m. (Full Choir). Responses: Feriat, Venite: Goss; Psalms of the 2nd morning, (I. II. I.), Te Deum: Gadsby in E, flat; Jubilate: Hayes; Anthem: "O praise God"—Blair.

Holy Communion 12 noon, Eyrle: Stainer in E flat, Hymns: 138 and 359.

N. B.—Psalms, Verses 1, 2, 7, 19, 20 in unison. 1, 2, 7, 19, 20, 13, 14, 20.

Evening 5.45 p.m. Responses: Feriat, Psalms of the 2nd evening (I), Magnificat: Camille (12th morning), Nunc Dimittis: Woodward (14th evening), Hymns: 304, 173 and 358.

## St. Andrew's Church, Kowloon.

3rd Sunday after Easter, 2nd May.

Morning Service at 11 a.m. and Holy Communion at noon by the Rev. C. E. Thompson.

Evening Service at 6 p.m. Preacher, the Lord Bishop of the Diocese.

Services on Sundays are:—

Holy Communion on 1st, 3rd, and 5th Sundays of the month at noon.

Holy Communion on 2nd and 4th Sundays at 8 a.m.

Morning Prayer at 11 a.m.

Evening Prayer at 6 p.m.

Children's Service at 3 p.m. on 3rd Sundays of the month.

Sunday School at 3 p.m. on other Sundays of the month.

Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m., Benediction, 5.30 p.m.

German Bethesda Chapel, West Point:—

Morning Service, 11 a.m.

6th Francis Church, Wanchai:—Mass (Chin), 8 a.m. (Port), 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road:—Morning Service (English), 10 a.m.

St. Anthony's Chapel, West Point:—Mass, 8 a.m.

The Rosary Church, Kowloon—Every Sunday, Mass at 7.30 a.m. and Mass, followed by the Benediction of the Blessed Sacrament, at 9 a.m.

Union Church:—Services, 11 a.m. and 6 p.m.

## CHINA COAST METEOROLOGICAL REGISTER.

April 30th, 1909, A.M.

Bar. Th. Hs. Wind Ws.

Vladivostok 7 a.m. 29.70 41 76 SE 1 6

Amur 7 a.m. 29.61 40 76 SE 1 6

Hakodate 7 a.m. 29.61 40 76 SE 1 6

Tokio 7 a.m. 29.61 40 76 SE 1 6

Kochi 7 a.m. 29.61 40 76 SE 1 6

Nagasaki 7 a.m. 29.61 40 76 SE 1 6

Kagoshima 7 a.m. 29.61 40 76 SE 1 6

Oshima 7 a.m. 29.61 40 76 SE 1 6

Naha 7 a.m. 29.61 40 76 SE 1 6

Shikajima 7 a.m. 29.61 40 76 SE 1 6

Bonin Is. 7 a.m. 29.61 40 76 SE 1 6

Chefoo 7 a.m. 29.61 40 76 SE 1 6

Weihaiwei 7 a.m. 29.61 40 76 SE 1 6

Hankow 7 a.m. 29.61 40 76 SE 1 6

Kiangsu 7 a.m. 29.61 40 76 SE 1 6

Shanghai 7 a.m. 29.61 40 76 SE 1 6

Swatow 7 a.m. 29.61 40 76 SE 1 6

Taiwan 7 a.m. 29.61 40 76 SE 1 6

Taihu 7 a.m. 29.61 40 76 SE 1 6



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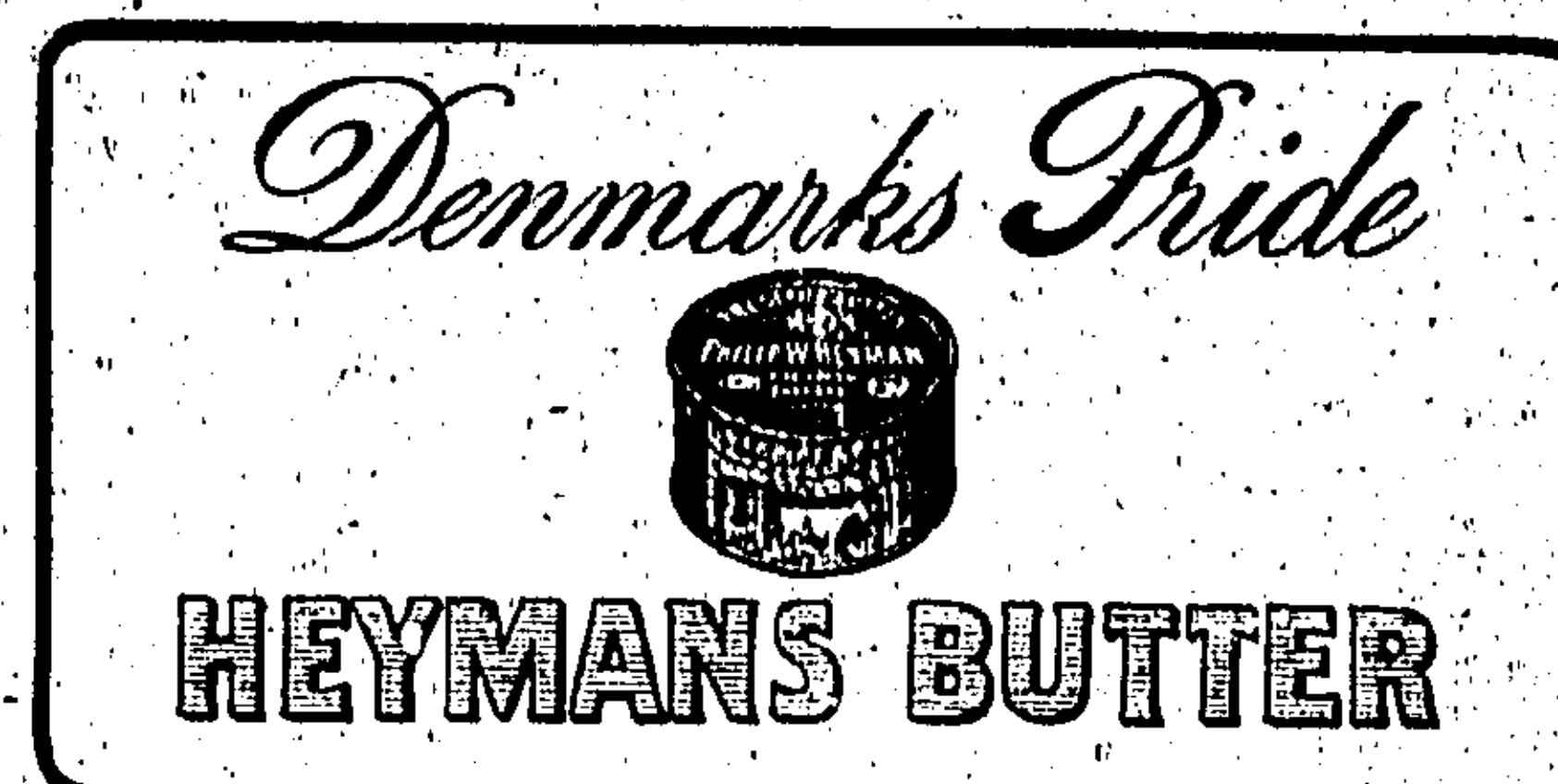
Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Corroa, Perfectos Especiales, Exquisitos, Beina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

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**AGENTS**



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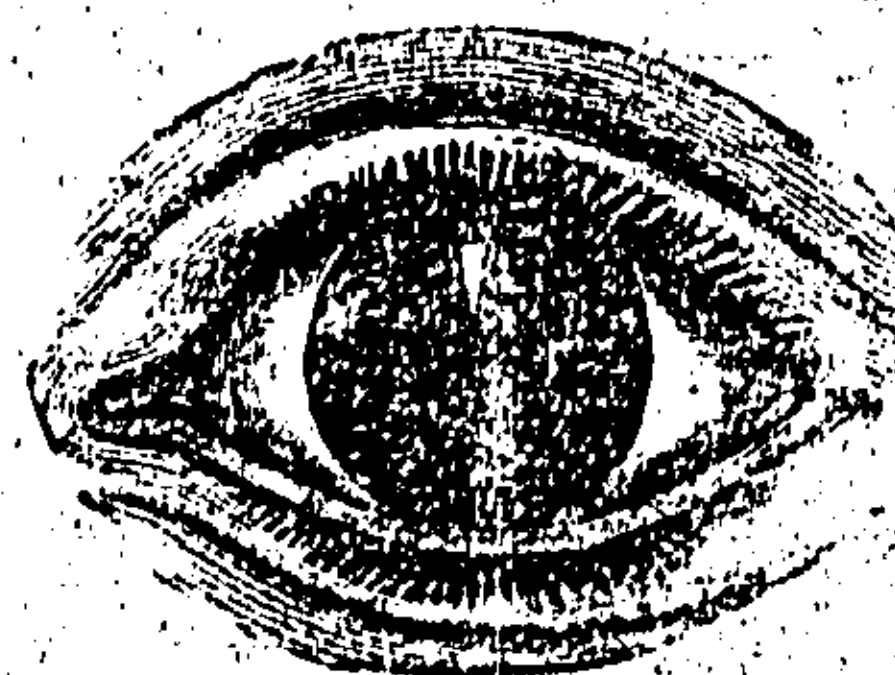
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"Lancet," 4th March 1900.		

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